

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust passage having a junction portion at which exhaust gas discharged from the primary engine and exhaust gas discharged from the secondary engine join together;

an exhaust emission purifying device that purifies the exhaust gas joined at the junction portion in the exhaust passage;

a first air/fuel ratio detection unit provided between the primary engine and the junction portion for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas; and

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively, wherein:

an activated state of the exhaust emission purifying device is determined; and
when it is determined that the exhaust emission purifying device is not in the activated state, the secondary engine is started.

2-13. (Cancelled)

14. (Currently Amended) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust emission purifying device that purifies exhaust gas discharged from the secondary engine, the exhaust emission purifying device being warmed under heat of exhaust gas discharged from the primary engine;

a first air/fuel ratio detection unit provided between the primary engine and a junction portion, at which the exhaust gas discharged from the primary engine and the exhaust gas discharged from the secondary engine join together, for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas; and

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively, wherein:

an activated state of the exhaust emission purifying device is determined; and
when it is determined that the exhaust emission purifying device is not in the activated state, the secondary engine is started.

15-20. (Cancelled)

21. (New) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust passage having a junction portion at which exhaust gas discharged from the primary engine and exhaust gas discharged from the secondary engine join together;

an exhaust emission purifying device that purifies the exhaust gas joined at the junction portion in the exhaust passage;

a first air/fuel ratio detection unit provided between the primary engine and the junction portion for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas;

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively; and

a temperature detection unit that detects a temperature of a catalyst of the exhaust emission purifying device, wherein the secondary engine is stopped when the detected temperature of the catalyst is equal to or higher than a predetermined value.

22. (New) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust passage having a junction portion at which exhaust gas discharged from the primary engine and exhaust gas discharged from the secondary engine join together;

an exhaust emission purifying device that purifies the exhaust gas joined at the junction portion in the exhaust passage;

a first air/fuel ratio detection unit provided between the primary engine and the junction portion for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas; and

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively, wherein:

the exhaust emission purifying device comprises an NO_x absorbing type catalyst; and

an air/fuel ratio of air/fuel mixture admitted into the secondary engine is controlled into a rich state with respect to a theoretical air/fuel ratio when quantity of NO_x absorbed in the NO_x absorbing type catalyst becomes equal to or larger than a predetermined value.

23. (New) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust emission purifying device that purifies exhaust gas discharged from the secondary engine, the exhaust emission purifying device being warmed under heat of exhaust gas discharged from the primary engine;

a first air/fuel ratio detection unit provided between the primary engine and a junction portion, at which the exhaust gas discharged from the primary engine and the exhaust gas discharged from the secondary engine join together, for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas;

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively; and

a temperature detection unit that detects a temperature of a catalyst of the exhaust emission purifying device, wherein the secondary engine is stopped when the detected temperature of the catalyst is equal to or higher than a predetermined value.

24. (New) An exhaust emission control system for a vehicle including a primary engine and a secondary engine having a displacement smaller than that of the primary engine, the exhaust emission control system comprising:

an exhaust emission purifying device that purifies exhaust gas discharged from the secondary engine, the exhaust emission purifying device being warmed under heat of exhaust gas discharged from the primary engine;

a first air/fuel ratio detection unit provided between the primary engine and a junction portion, at which the exhaust gas discharged from the primary engine and the exhaust gas discharged from the secondary engine join together, for detecting an air/fuel ratio of exhaust gas;

a second air/fuel ratio detection unit provided downstream of the exhaust emission purifying device for detecting an air/fuel ratio of the exhaust gas;

a controller that controls an air/fuel ratio of air/fuel mixture each admitted into the primary engine and the secondary engine based on the air/fuel ratio detected by the first air/fuel ratio detection unit and the air/fuel ratio detected by the second air/fuel ratio detection unit, respectively, wherein:

the exhaust emission purifying device comprises an NO_x absorbing type catalyst; and

an air/fuel ratio of air/fuel mixture admitted into the secondary engine is controlled into a rich state with respect to a theoretical air/fuel ratio when quantity of NO_x absorbed in the NO_x absorbing type catalyst becomes equal to or larger than a predetermined value.